

BookletChartTM

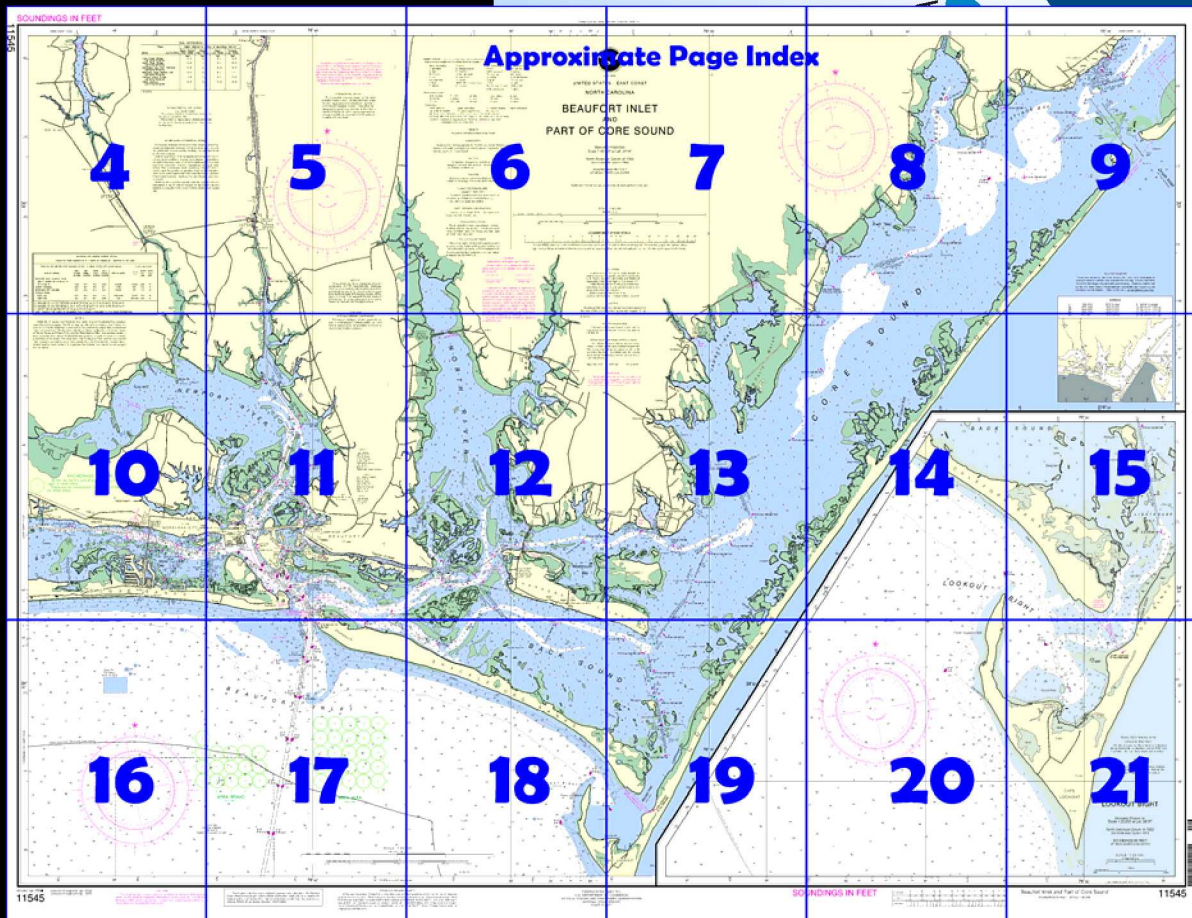
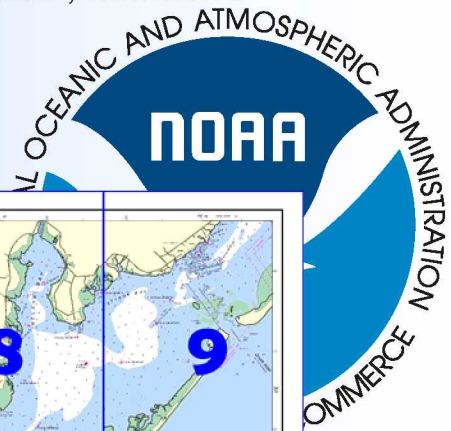
Beaufort Inlet and Part Of Core Sound

(NOAA Chart 11545)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

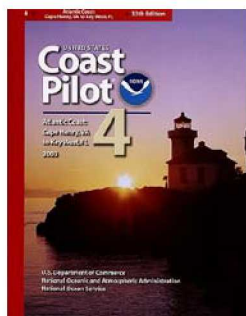
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]

(89) **Lookout Bight** affords good anchorage except with winds from south through west to northwest. **Power Squadron Spit** is subject to change and is partially protected by a rubblestone breakwater awash at low water; its outer end is marked by a lighted buoy. Mariners should give it a wide berth in bad weather.

(91) Good anchorage for small vessels can be had in the inner bight northeast of **Catfish Point** in 7 to 14 feet, good holding ground of

soft mud. Prevailing swell from the southwest is effectively excluded, but the surrounding terrain is too low to restrain the force of wind. A severe blow from the northerly direction may cause a vessel to drag, but most boats drop an extra anchor if the wind reaches gale force.

(92) A channel extends from Lookout Bight through **Barden Inlet** and **Lighthouse Bay** to deep water in Back Sound. The channel is unstable

and has a tendency to fill; strangers should use extreme caution. The channel is well marked; however the uncharted buoys and daybeacons through Barden Inlet are frequently shifted to mark the best water. Local knowledge is advised.

(284) **Core Sound** extends southwesterly along the barrier beach from the south side of Pamlico Sound to Cape Lookout; the width varies between 2 and 3 miles. The sound is mostly shoal, but an improved channel, well marked by lights, extends along its entire length. Behind Cape Lookout, Core Sound is joined by Back Sound and The Straits, both of which connect with Beaufort Harbor.

(285) The main route from **Pamlico Sound** to **Beaufort Harbor** is via a marked channel through Wainwright Slue, Core Sound, The Straits, and Taylor Creek. The alternate route to Beaufort Harbor is via a marked channel which leads southward along the east side of Harkers Island from a point just eastward of The Straits, thence southward of the island through Back Sound, thence along the westerly side of the island where it rejoins the main route. The midchannel depth was 4 feet in the main route, thence 8 feet was in the alternate route from Harkers Island East Channel Light 14 to Daybeacon 1.

(286) From The Straits, the main route to Beaufort Harbor leads southwestward to the junction with the alternate route, westward of Harkers Island, thence westward along the north side of **Middle Marshes** to abeam **Lenoxville Point** where it turns sharply northward and then westward into **Taylor Creek**. The route is then westward through Taylor Creek to the wharves at Beaufort.

(298) **Sealevel** is a fishing community about 3 miles southwestward of **Atlantic** on the west shore of Core Sound. A restaurant and a motel are in town. A channel leads from the sound to a basin at Sealevel. The depth was 2½ feet to the basin, with 2 feet in the basin. The channel is marked by lights.

(299) A private hospital is in Sealevel.

(300) A pier is in the basin; depths of 8 feet are reported alongside. Gasoline, diesel fuel, water, and ice are available. Limited amounts of marine supplies can be obtained in town.

(302) **Davis**. A channel leads from Core Sound to a basin at Davis. The controlling depth to the basin was 3 feet, with 3 to 4 feet in the basin. Gasoline, diesel fuel, water, and ice are available at a pier in the basin; depths of 4 feet are alongside. There are cabins and a restaurant at Davis; limited amounts of marine supplies also can be obtained here.

(304) A pier, with depth of 6 feet alongside, is on the north side of **Oyster Creek**. The entrance channel is marked by a light and a daybeacon. Route 70 highway bridge crosses Oyster Creek just above the pier. The bridge a clearance of 7 feet.

(305) **Marshallberg**. A channel leads from the main channel in Core Sound to a basin at Marshallberg. The midchannel depth was 6 feet to and in the basin.

(306) **Back Sound** and **The Straits** that parallel Back Sound on the opposite side of the island, provide two marked routes from Core Sound to a junction with the Morehead City Harbor Channel at Beaufort Inlet. The northern route leads westward through The Straits and along the northerly side of Middle Marshes; the southerly route leads westward through Back Sound and along the southerly side of Middle Marshes.

(308) **The Straits** affords a through passage from Core Sound to Beaufort Harbor. A bridge over the western end of The Straits has a clearance of 14 feet.

(309) **Harkers Island** has piers both on Back Sound and at the head of Westmouth Bay; depths to the piers were 2 feet. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, wet and dry storage, and some provisions may be obtained at the piers. In Westmouth Bay, depths to the piers were 3 feet. Gasoline, diesel fuel, water, ice, and marine supplies may be obtained at the piers.

(310) Several marinas are at **Shell Point**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, and launching ramps are available.

(312) A marina on the southwest point of the island has gasoline, water, ice, and marine supplies.

Table of Selected Chart Notes

NOTE F
FIXED BRIDGE
HOR CL 45 FT
VERT CL 7 FT

NOTE C
HWY BASCULE BRIDGE
HOR CL 60 FT
VERT CL 19 FT
OVRD PWR CAB
AUTH CL 87 FT
RR BASCULE BRIDGE (ruins)

NOTE B
FIXED BRIDGE
HOR CL 80 FT
VERT CL 65 FT
OVRD PWR CAB
AUTH CL 86 FT
RR BASCULE BRIDGE
HOR CL 80 FT
VERT CL 4 FT
SUBMERGED CABLE AT DRAW

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Apr. 12/08
Corrected through LNM Apr. 8/08

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY

Use Chart 11541
The project depth is 12 feet from Norfolk, VA, to Cape Fear River, NC.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE E

BARDEN INLET

The channel is subject to continual change. Buoys and daybeacons are not charted because they are frequently shifted in position.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID

(based on NAD 1927)

The North Carolina State Grid is indicated on this chart at 10,000 foot intervals thus: $\frac{1}{10}$
The last three digits are omitted.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC KEC-84 162.40 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.580" northward and 1.248" eastward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

The North Carolina State Grid is indicated along the border by dashed ticks at 5000 foot intervals. The last three digits are omitted.

Mercator Projection

Scale 1:40,000 at Lat. 34°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE D

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.
Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard District to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: --- -- --			

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Core Creek Bridge	(34°50'N/76°42'W)	2.3	2.2	0.1
North River Bridge	(34°47'N/76°37'W)	2.0	1.9	0.1
Morehead City, Port Terminal	(34°43'N/76°42'W)	3.6	3.3	0.1
Beaufort, Duke Marine Lab	(34°43'N/76°40'W)	3.5	3.2	0.1
Harkers Island Bridge	(34°43'N/76°35'W)	1.8	1.6	0.1
Lookout Blight	(34°37'N/76°32'W)	4.6	4.2	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Mar 2008)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

MOREHEAD CITY HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 AND SURVEYS TO SEP 2009

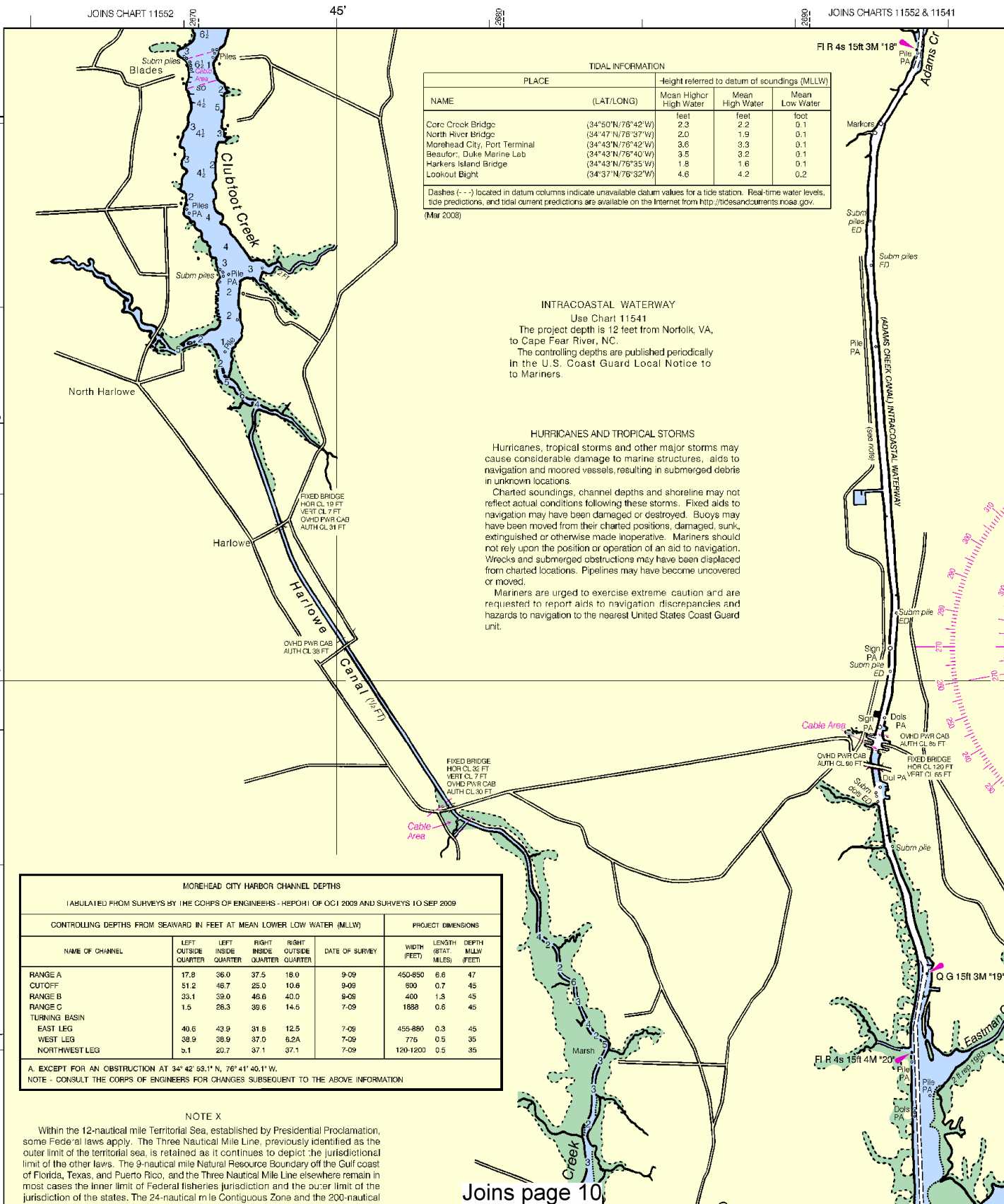
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH (FEET)
RANGE A	17.8	38.0	37.5	16.0	9-09	450-650	6.6	47
CUTOFF	51.2	46.7	25.0	10.6	9-09	600	0.7	45
RANGE B	33.1	39.0	46.6	40.0	9-09	400	1.3	45
RANGE C	1.5	28.3	39.6	14.5	7-09	1888	0.6	45
TURNING BASIN								
EAST LEG	40.6	43.9	31.8	12.5	7-09	455-680	0.3	45
WEST LEG	38.9	38.9	37.0	6.2A	7-09	775	0.5	35
NORTHWEST LEG	5.1	20.7	37.1	37.1	7-09	120-1200	0.5	35

A. EXCEPT FOR AN OBSTRUCTION AT 34° 42' 53.1" N, 76° 41' 40.1" W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

11545



4

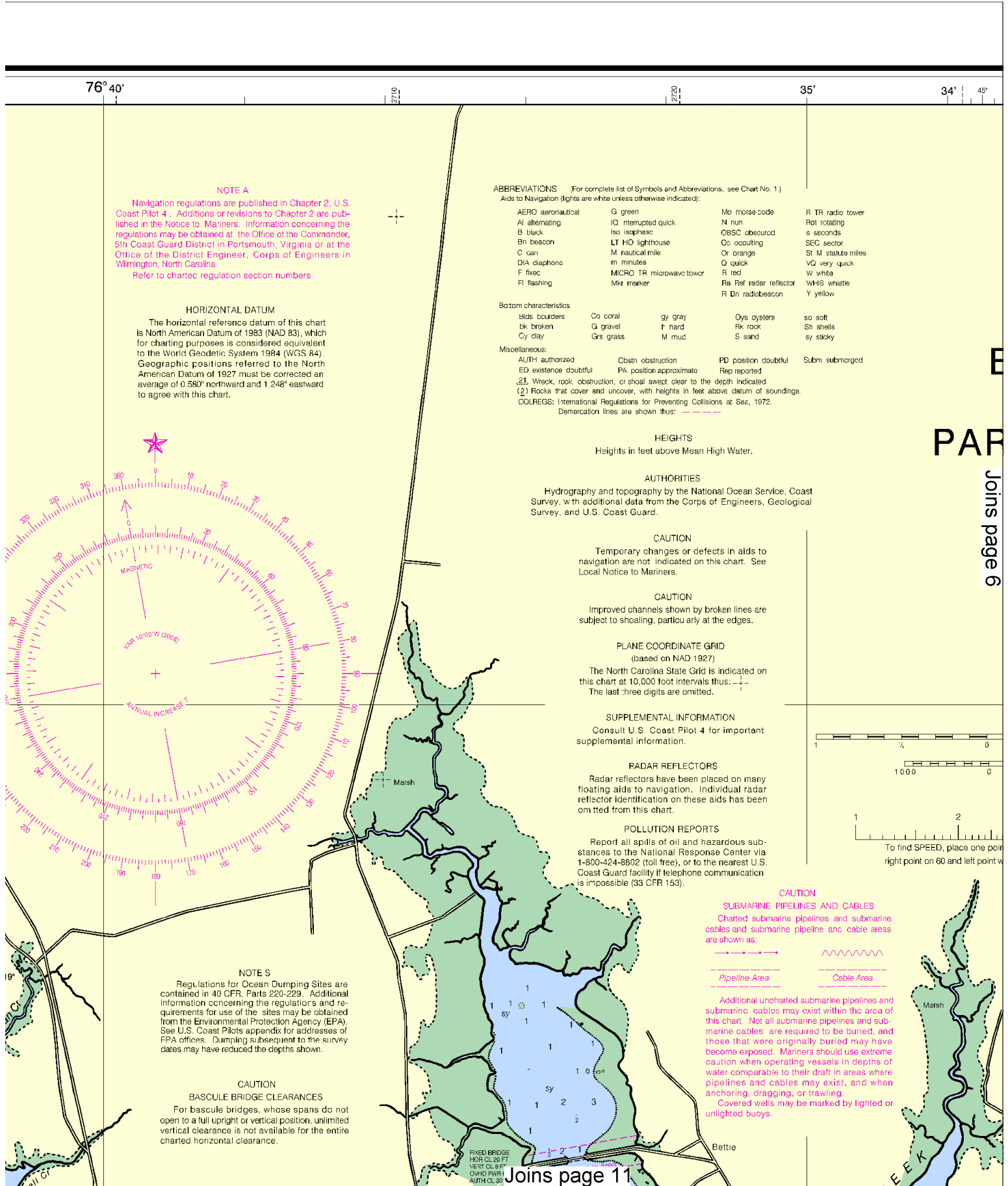


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





76° 40'

27° 0'

27° 20'

35'

34'

45'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.
Refer to charted regulation section numbers.

HORIZONTAL DATUM

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ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

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B black	iso isophase	OC obscured	s seconds
Bn beacon	LT LD lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkt marker	Ra Ref radar reflector	WHIS whistle
		R Dn radiobeacon	Y yellow

Bottom characteristics

bls boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	H hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	Sy sticky

Miscellaneous:

AUTH authorized	Cbstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID

(based on NAD 1927)

The North Carolina State Grid is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

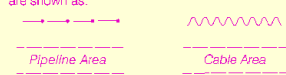
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

FIXED BRIDGE
HOR CL 20 FT
VERT CL 6.5 FT
OVHD PWR
AUTH CL 30

Joins page 11

To find SPEED, place one point right point on 60 and left point

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

NOTE A
Regulations are published in Chapter 2, U.S. Code of Federal Regulations, Title 33, Part 165, Subpart 165.2, which may be obtained at the Office of the Commander, U.S. Coast Guard District in Portsmouth, Virginia or at the U.S. Coast Guard District Engineer, Corps of Engineers in Norfolk, Virginia, or at the District Engineer, Corps of Engineers in North Carolina. For charted regulation section numbers.

HORIZONTAL DATUM
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FI flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
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Bottom characteristics

Bk broken	Co coral	gy gray	Oys oysters	so soft
Cy clay	G gravel	H hard	Rk rock	Sh shells
	Grs grass	M mud	S sand	Sy sticky

Miscellaneous:

AUTH authorized	Cbstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: — — — — —			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

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PLANE COORDINATE GRID

(based on NAD 1927)

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The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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RADAR REFLECTORS

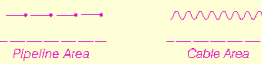
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Limitations on aids to marine navigation:
U.S. Coast Guard Geospatial-Intelligence Radio direction-finding stations should be used with caution.
Station positions are approximate.
(Accurate location)

Numerous fish traps are shown in the area of this chart; small craft should use caution channel.

AIDS
Consult U.S. Coast Pilot 4 for supplemental information.

NOAA WEATHER

Joins page 5

Joins page 12

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

BASCULE BRIDGE CLEARANCES

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6

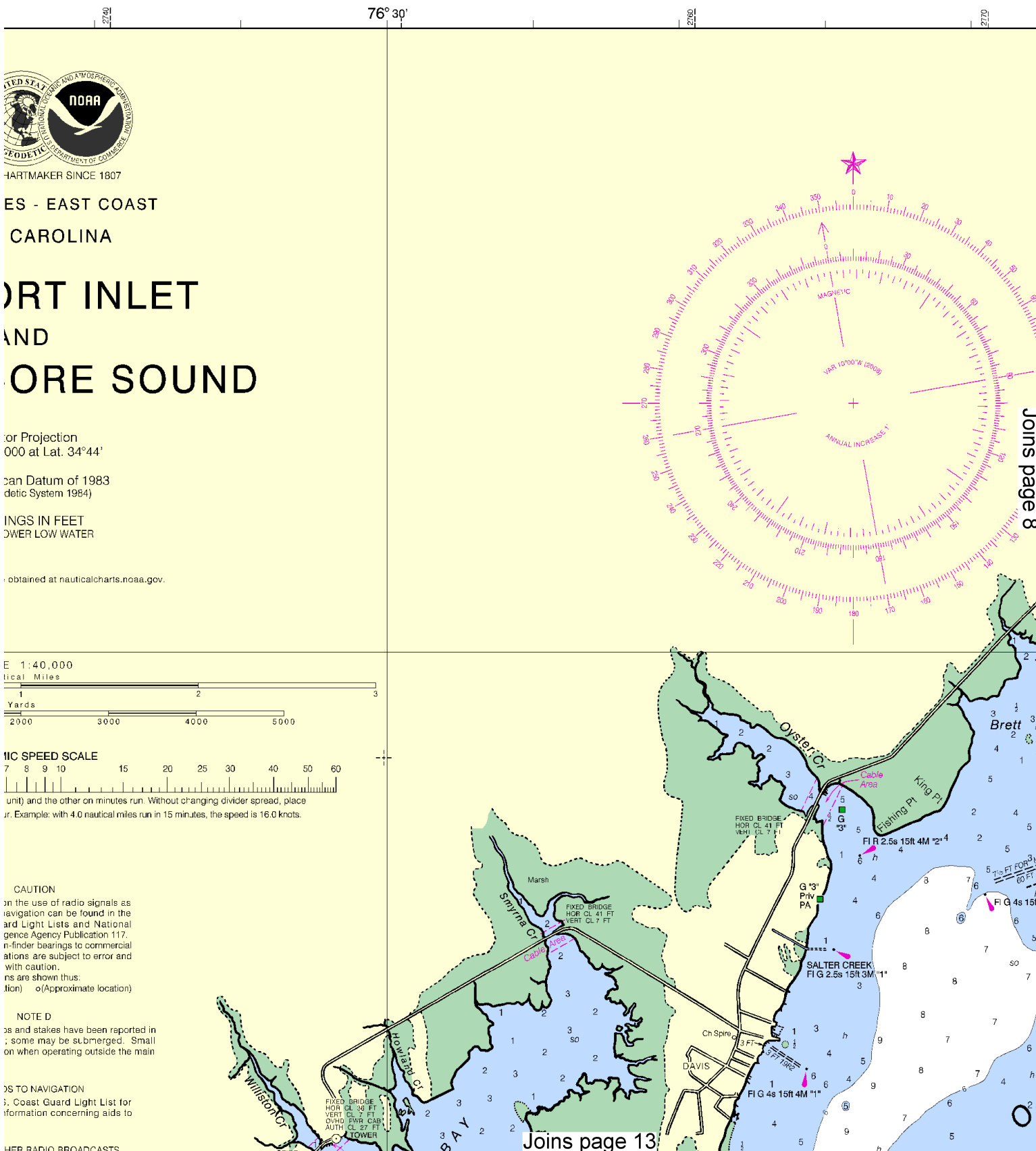


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
 NGA Weekly Notice to Mariners: 1010 3/6/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

76° 30'

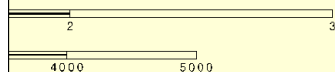
2760

2770

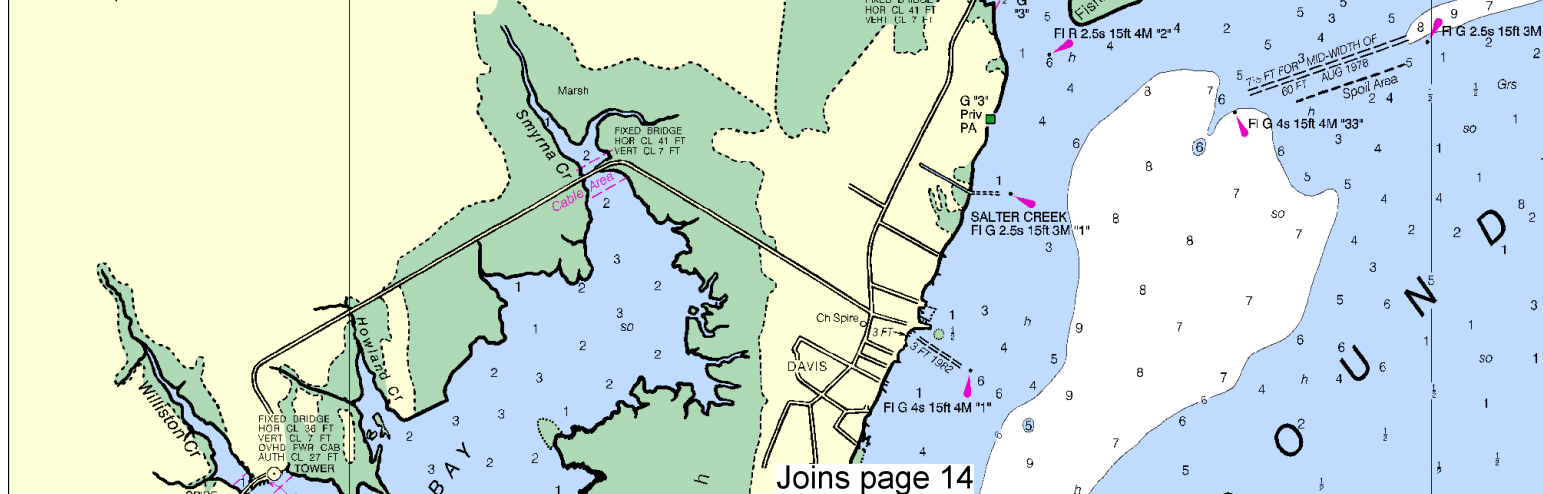
25'

ET
OUND

Joins page 7



Without changing divider spread, place
the divider on the 15-minute mark, the speed is 16.0 knots.



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8

A, EXCEPT FOR AN OBSTRUCTION AT 34° 42' 53.1" N, 76° 41' 40.1" W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ANCHORAGE BERTHS

Berths are for the convenience of assigning anchorages to naval ships.
There are no restrictions to the use of these areas by other ships.

380

45°

370

JOINS CHART 111541

42°

45°

32°

15

Joins page 16

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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DATA SOURCES: Sampling subsequent to the survey dates may have reduced the depths shown.

Joins page 5

those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



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NOTE D
Islands and stakes have been reported in
this area; some may be submerged. Small
islands on when operating outside the main

NOTES TO NAVIGATION

1. Coast Guard Light List for
information concerning aids to

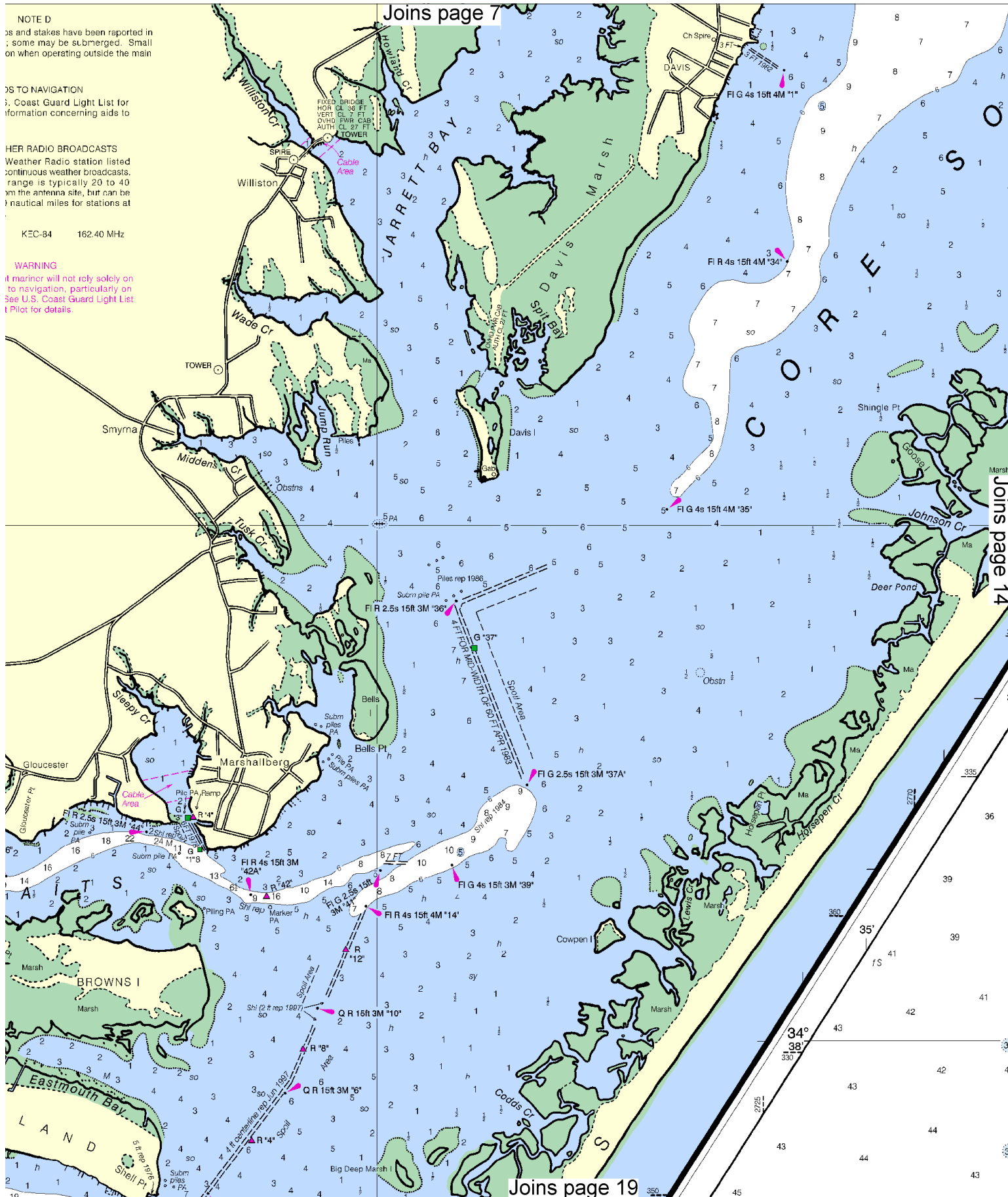
WEATHER RADIO BROADCASTS

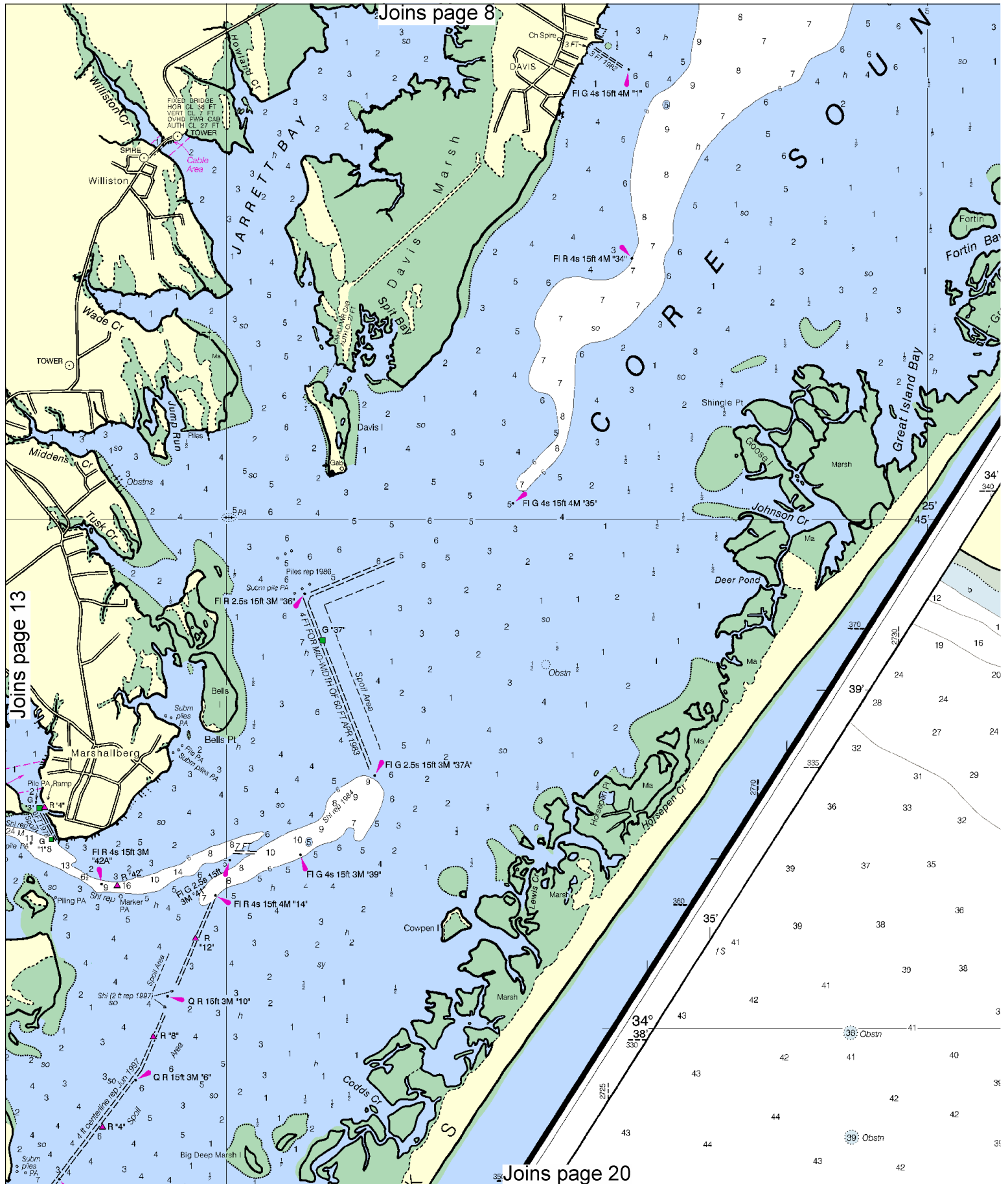
Weather Radio station listed
continuous weather broadcasts.
range is typically 20 to 40
nm from the antenna site, but can be
less than 10 nautical miles for stations at

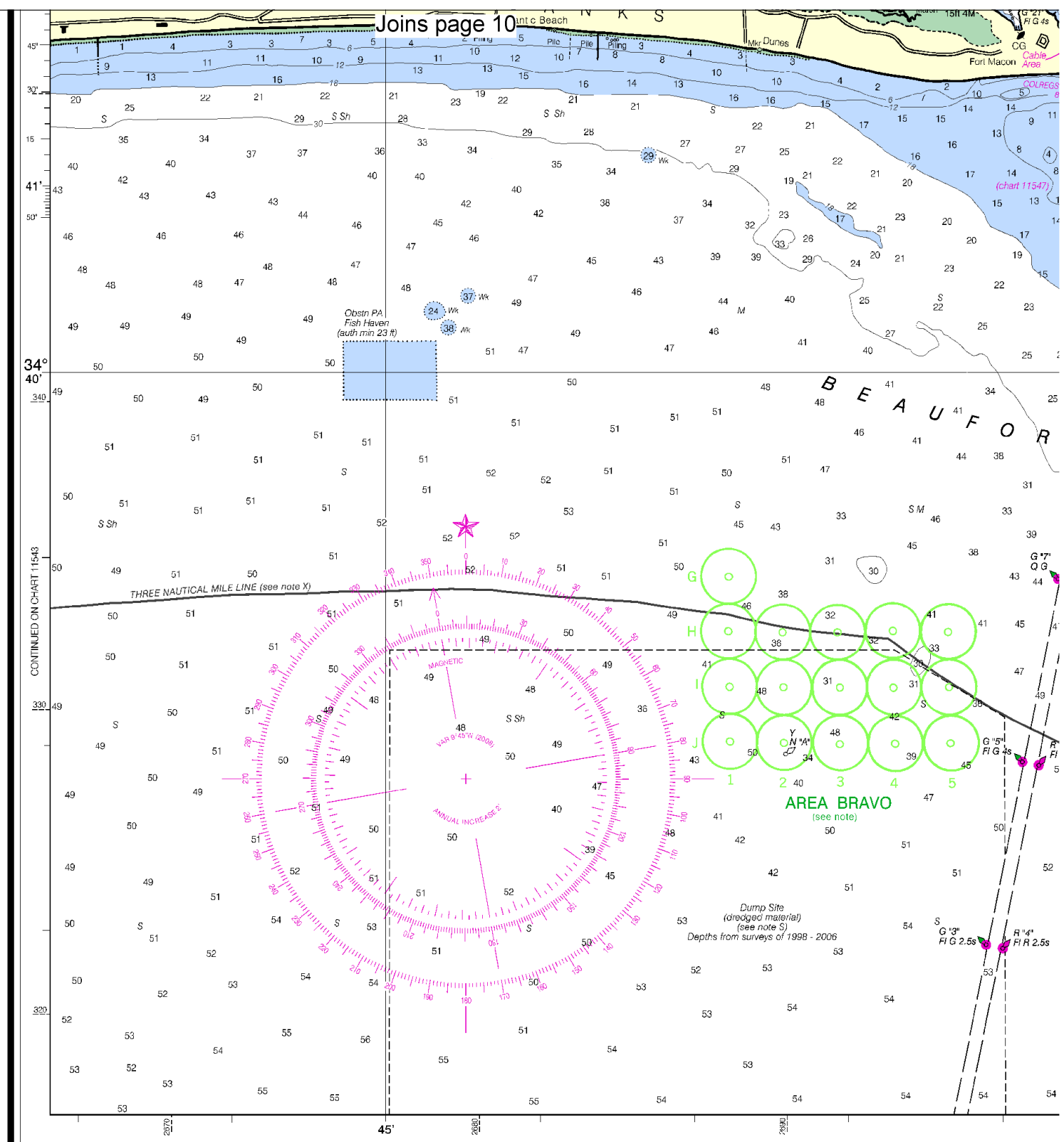
KEC-84 162.40 MHz

WARNING

If a mariner will not rely solely on
this chart for navigation, particularly on
the U.S. Coast Guard Light List
for details.







63rd Ed., Apr. / 08
11545

Corrected through NM Apr. 12/08
Corrected through LNM Apr. 8/08

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote e Ocean Service encourages users to submit corrections, improving this chart to the Chief, Marine Chart Divisic Service, NOAA, Silver Spring, Maryland 20910-3282.

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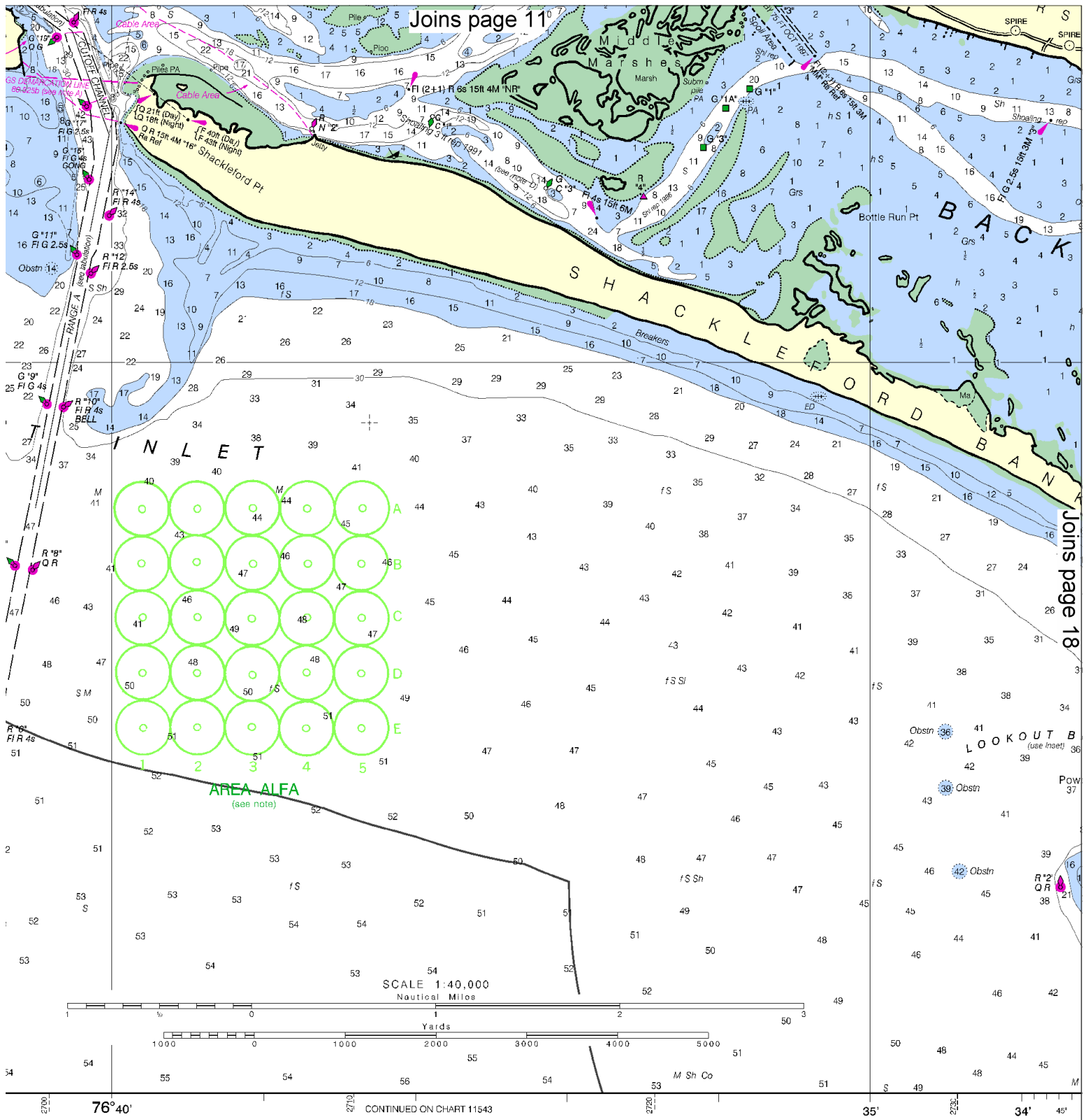


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

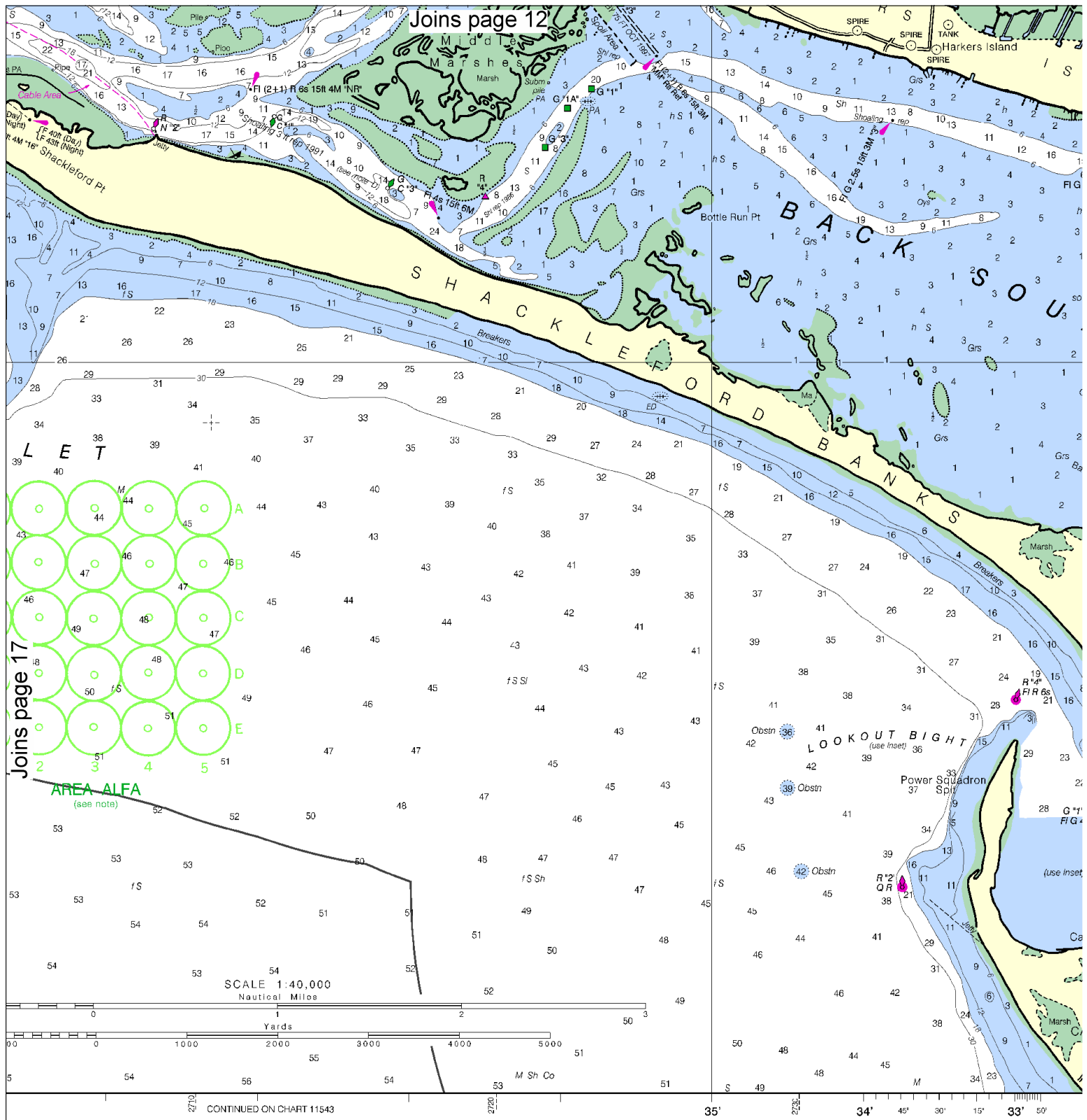




For safe navigation. The National Oceanic and Atmospheric Administration (NOAA) is, additions, or comments for this chart (N/CS2), National Oceanic and Atmospheric Administration (NOAA) is, additions, or comments for this chart (N/CS2), National Oceanic and Atmospheric Administration (NOAA) is, additions, or comments for this chart (N/CS2).

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 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NAT



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NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANIC
COAST SURVEY

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SCALE 1:40,000

See Note on page 5.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Swansboro – 919-354-2719/2462

Coast Guard Ocracoke – 919-928-3711/4731

NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.